

February 13, 2013

Transportation Committee
Connecticut General Assembly
Room 2300, Legislative Office Building
Hartford, CT 06106

RE: Proposed Bill #6059

Dear Chairman Guerrera, Chairman Maynard, & Honorable Committee Members:

Since the TSB's original 2005 Implementation Study, the Town of Enfield has been committed to being an active participant in the process to initiate the Springfield-to-Hartford-to-New Haven commuter rail service. Our community remains enthusiastic about the opportunity and the revitalization potential that these significant transportation improvements can provide to Enfield's neighborhoods, the north-central Connecticut region, and the entire Knowledge Corridor.

Enfield's vision for a transit center in our historic Thompsonville village would sit at the corner of Main and River Streets—right at the junction of the Connecticut River, the existing Amtrak line, and the expansive Bigelow Commons, which is still regarded as one of the nation's most impressive mill-to-residence conversions.

With walkable streets, active and passive river recreation within a stone's throw, ample residential and mixed use inventory within its core, and an active and healthy labor market on its doorstep, we have developed our concept with a belief that the opening of Enfield's Thompsonville Station could be one of the strongest catalysts for ridership and positive transited-oriented development along the entire Springfield to New Haven line.

But as the Committee may be aware, the implementation of commuter rail service north of Windsor still remains unfunded at this time. Along with our municipal colleagues from Windsor Locks, the Enfield Station is presently a Phase 3B project. Its timeline is uncertain. Our opportunity to compete and also to leverage the coming development of a destination resort casino in Springfield may literally pass us by.

With the Committee's consideration of proposed bill #6059 we urge the Legislature to join Enfield and Windsor Locks in seeking solutions that will allow the merger of Phase 3A & 3B in order to *advance and complete the commuter rail implementation plan north of Hartford all at once.*

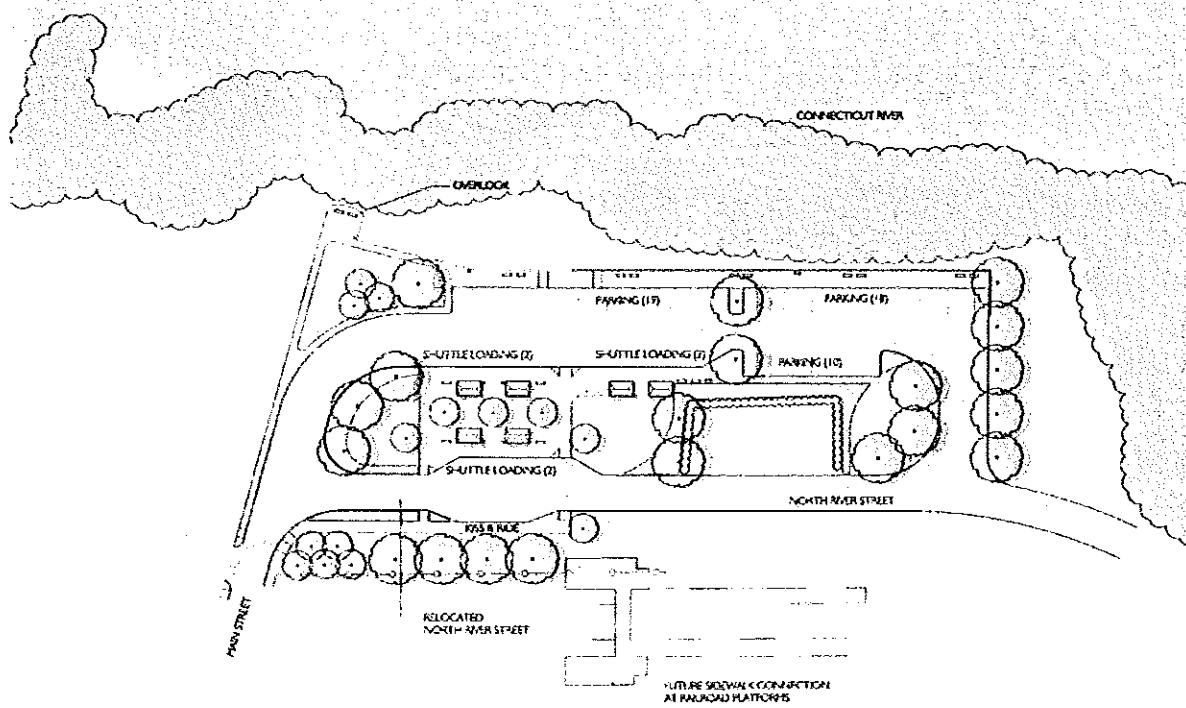
On behalf of our mayor Scott Kaupin, and Enfield's Director of Community Development, Peter Bryanton (pbryanton@enfield.org / 860-253-6387) we thank you for the opportunity to offer comment, and welcome inquiries from the Committee at any time.

Respectfully submitted,

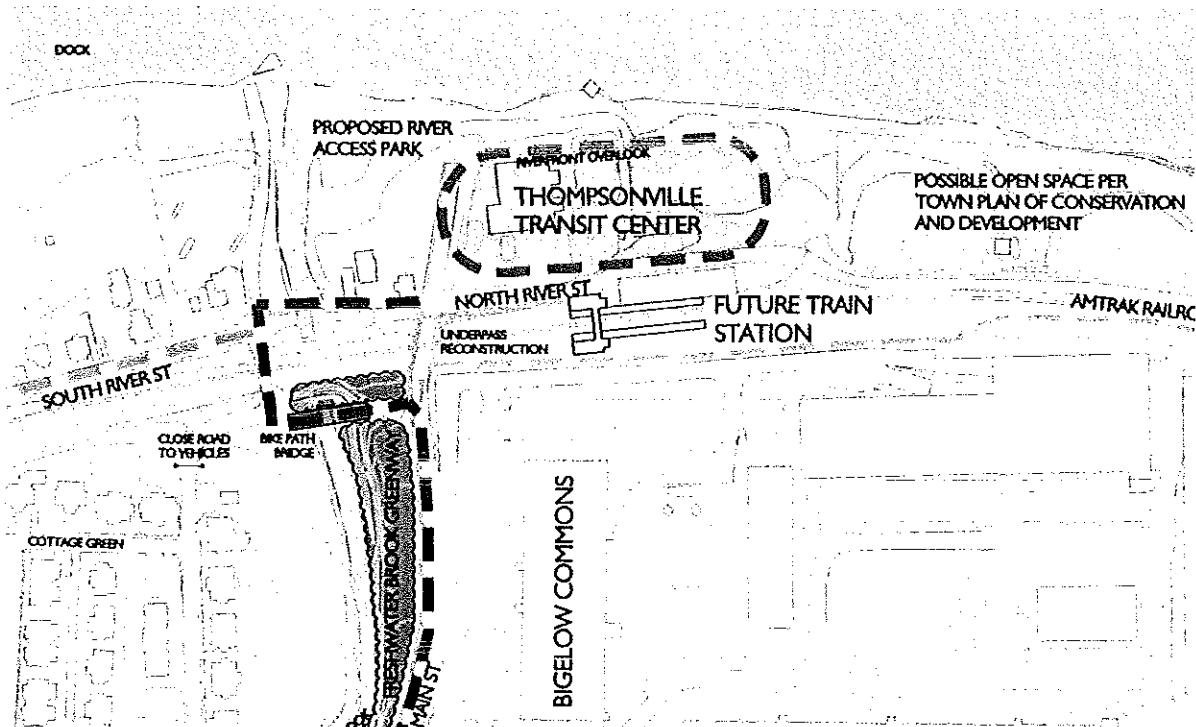
Bill Lee, Enfield Town Council
6 Stony Brook Rd, Enfield, CT 06082
blee@enfield.org / 860-966-2033

CONCEPTUAL PLANS

Thompsonville Transit Center



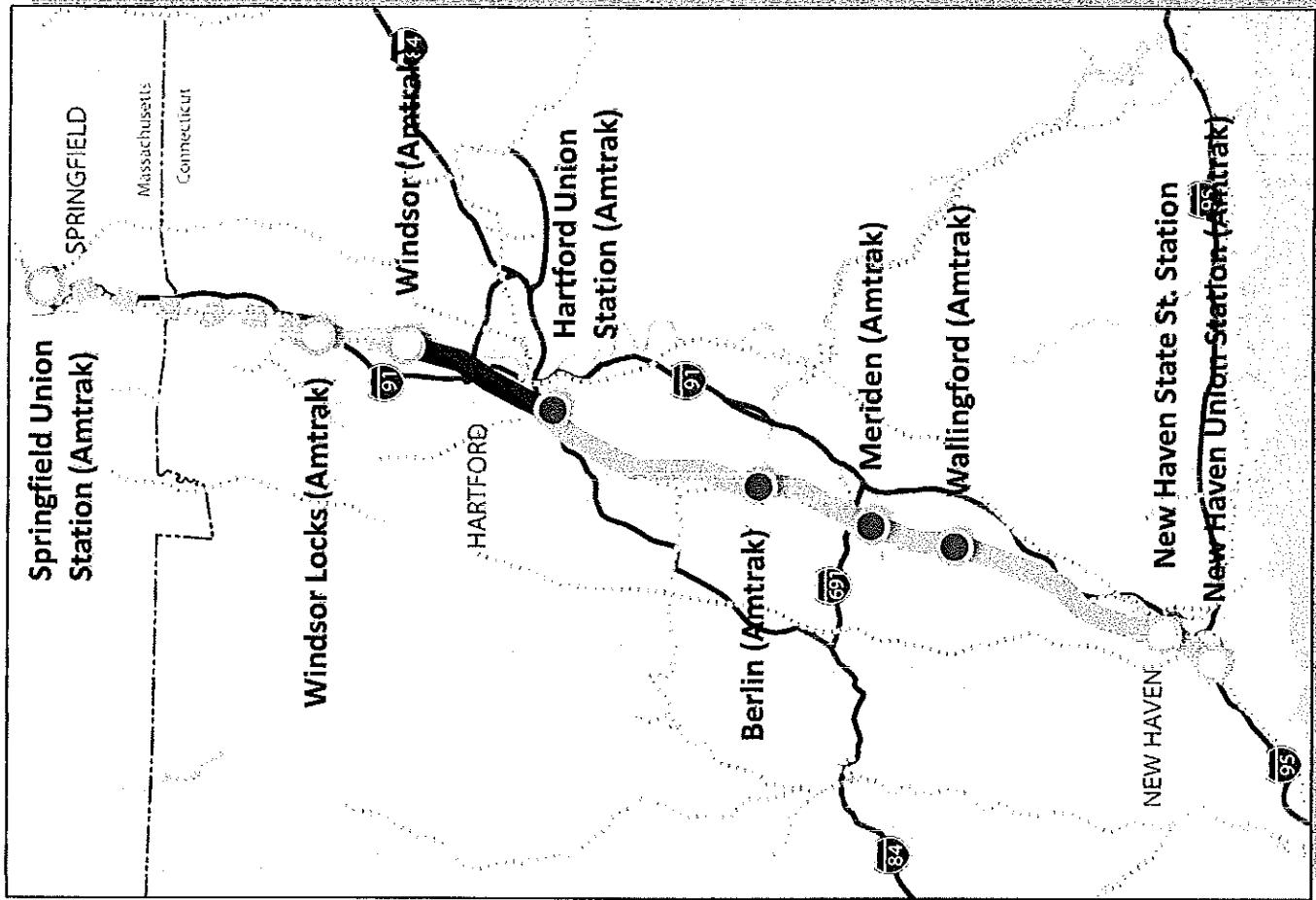
Riverfront Master Plan



Phasing NHiS Improvements

► Phase 3A: Hartford-Windsor

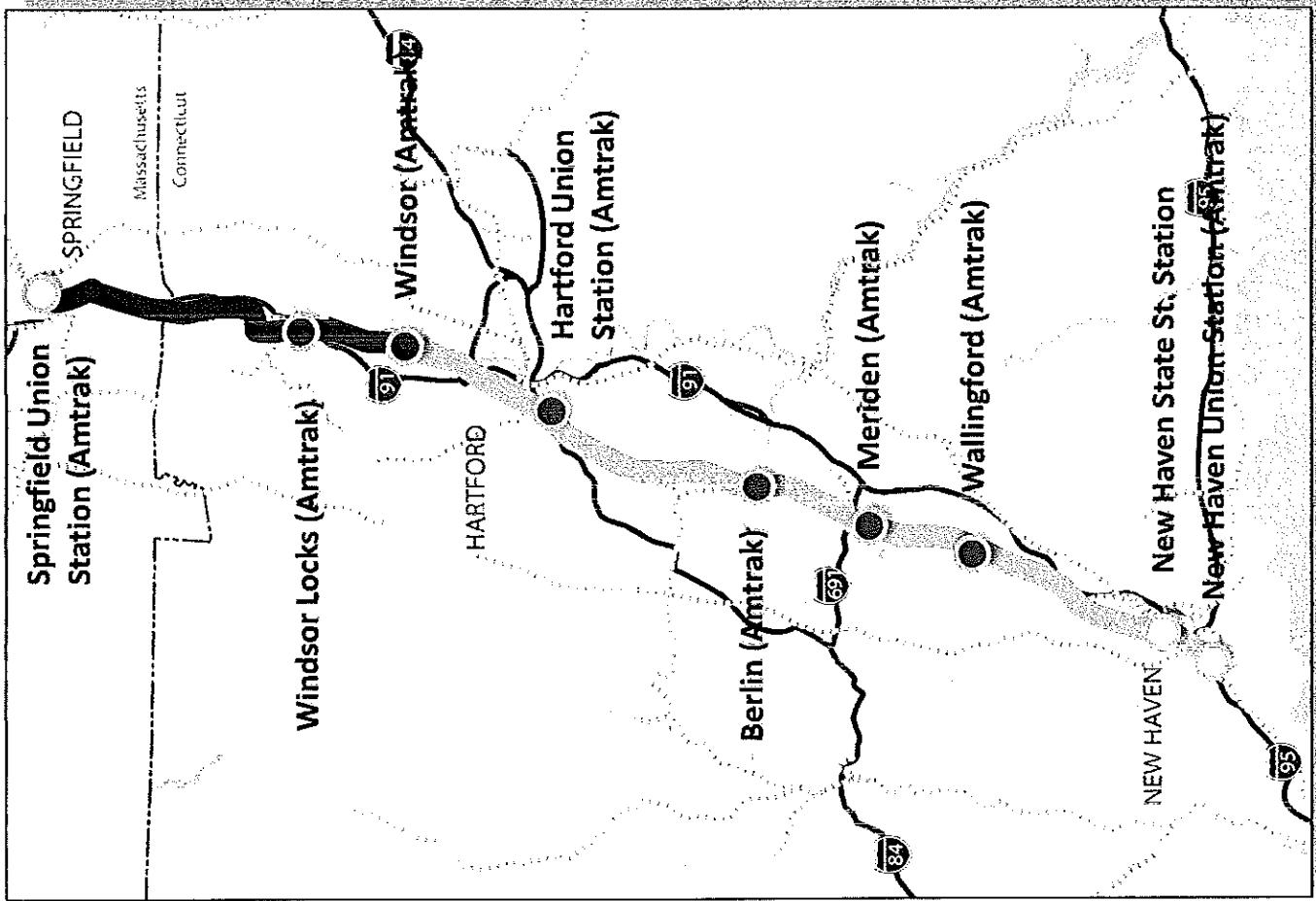
- 7.5 miles of double track/sidings
- Structure repairs
- New signal system/PTC extending from Hartford to Springfield
- 9 at-grade crossing upgrades
- New interlocking
- Cost: \$43 million
 - \$30 million Federal ARRA
 - \$13 million State
- Funding fully obligated



Phasing NHHS Improvements

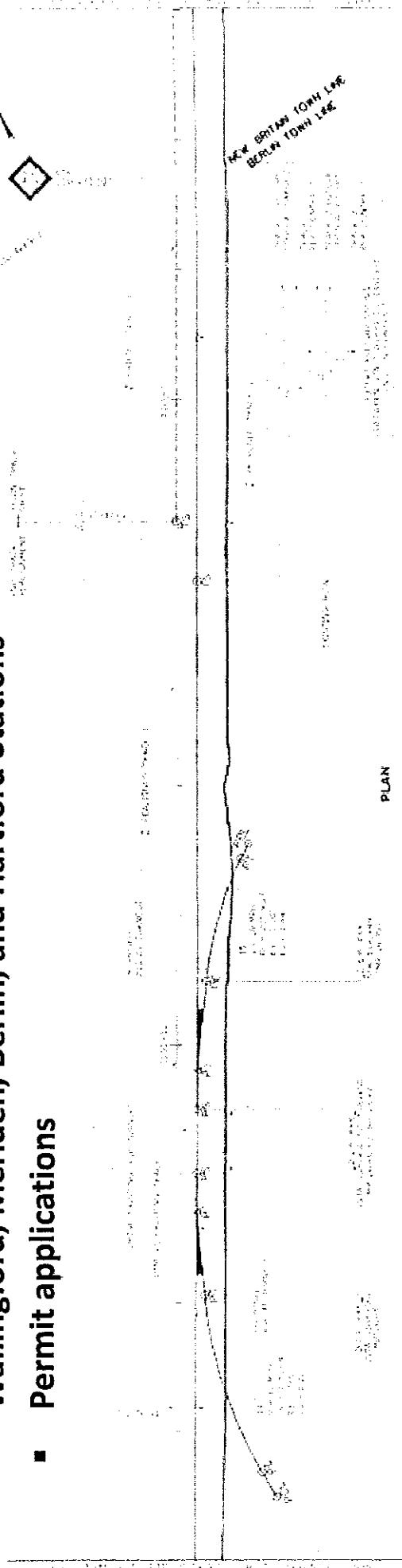
► Phase 3B: Windsor- Springfield

- Complete double track/sidings to Springfield
- Structure repairs
- Station Upgrades at Windsor and Windsor Locks
- Upgrade remaining at-grade crossings
- New interlockings
- Efforts underway to secure funding

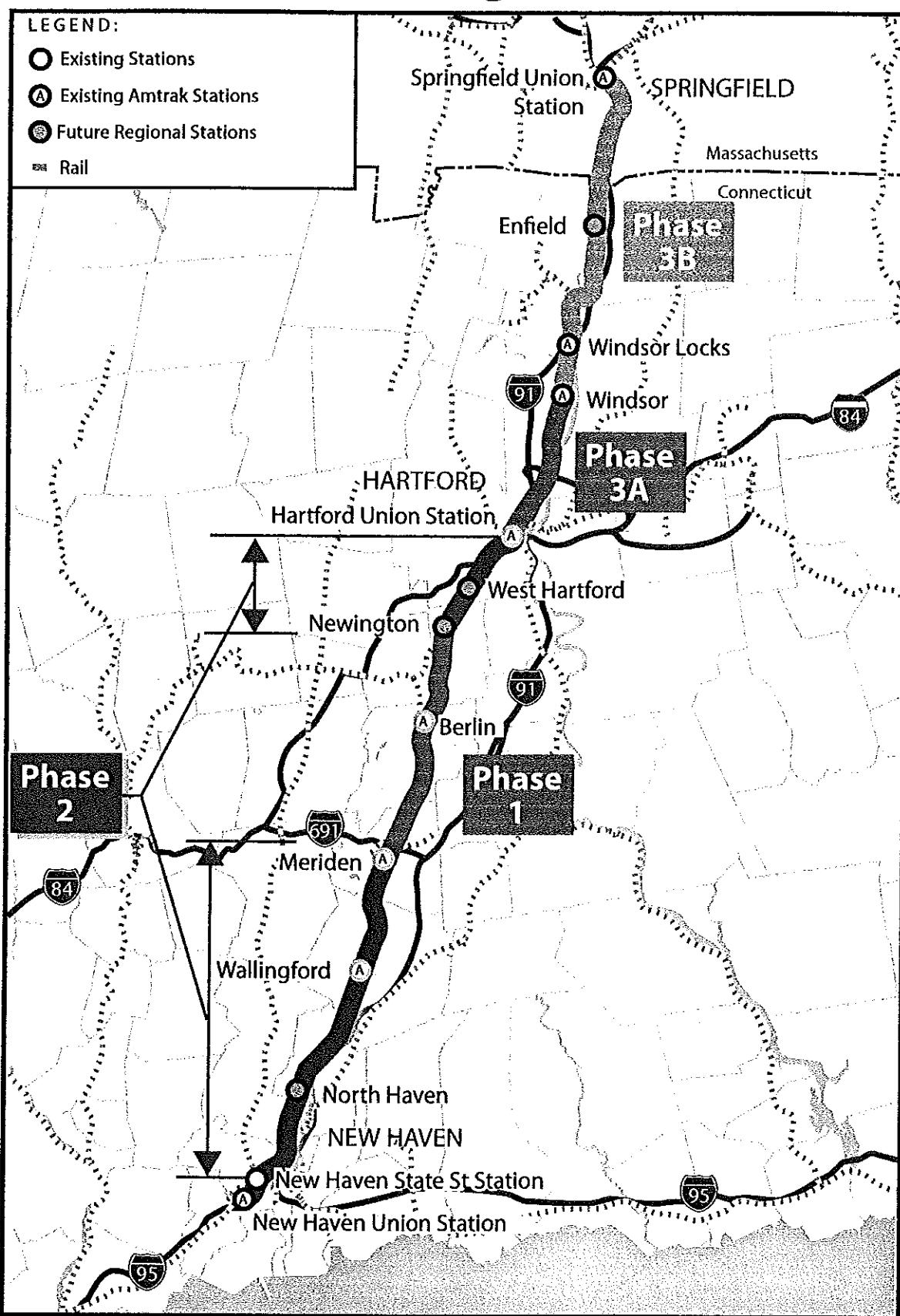


New Haven-Hartford-Springfield Railroad Design Status

- **Phase 2 grant obligated in August – All funding for 2016 service in place**
 - Phase 1: Meriden-Berlin: \$60 million total - \$40 million Federal - \$20 million State
 - Phase 2: New Haven-Hartford: \$263 million total - \$121 million Federal - \$142 million State
 - Phase 3A: Hartford-Windsor: \$43 million total - \$30 million Federal - \$13 million State
- **Preliminary design complete on all 3 phases**
- **Final design in progress**
 - Track, signal, grade crossings, bridges, and structures
 - Wallingford, Meriden, Berlin, and Hartford Stations
 - Permit applications



NHHS Rail Program Phases



NEW HAVEN - HARTFORD - SPRINGFIELD RAIL PROGRAM

